



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
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*James P. Spering, Chair*  
Solano County and Cities

*James T. Beall Jr., Vice Chair*  
Santa Clara County

*Keith Axtell*  
U.S. Department of Housing  
and Urban Development

*Jane Baker*  
Cities of San Mateo County

*Sharon J. Brown*  
Cities of Contra Costa County

*Mark DeSaulnier*  
Contra Costa County

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Mary Griffin*  
San Mateo County

*Elihu Harris*  
Cities of Alameda County

*Tom Hsieh*  
City and County of San Francisco

*Mary V. King*  
Alameda County

*Jean McCown*  
Cities of Santa Clara County

*Charlotte B. Powers*  
Association of Bay Area Governments

*Jon Rubin*  
San Francisco Mayor's Appointee

*Angelo J. Siracusa*  
San Francisco Bay Conservation  
and Development Commission

*Doug Wilson*  
Marin County and Cities

*Kathryn Winter*  
Napa County and Cities

*Sharon Wright*  
Sonoma County and Cities

*Harry Yabata*  
State Business, Transportation  
and Housing Agency

*Lawrence D. Dabms*  
Executive Director

*William F. Hein*  
Deputy Executive Director

**BAY BRIDGE DESIGN TASK FORCE  
Tuesday, June 24, 1997, 1:30 p.m.  
Port of Oakland  
Board Room, 2nd floor  
530 Water Street  
Oakland, CA**

Chairperson: Mary King  
Members: Sharon Brown  
Mark DeSaulnier  
Elihu Harris  
Tom Hsieh  
Jon Rubin  
Angelo Siracusa  
Staff Liaison: Steve Heminger

**AGENDA**

1. Welcome, introduction of MTC Task Force and description of public process -- Mary King, MTC
2. Presentation of recommendations by Engineering and Design Advisory Panel -- Joseph Nicoletti, Chair, and John Kriken, Vice Chair
3. Visual simulation presentation of bridge design alternatives -- Caltrans
4. Summary of public comment\* -- Steve Heminger, MTC
5. Decision outline for major issues\* -- Steve Heminger, MTC
6. Other Business/Public Comment

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**\*Attachment**

**Public Comment:** The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Record of Meeting:** MTC meetings are tape recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

**Sign Language Interpreter or Reader:** If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/464-7787.

(MB/BAY BRIDGE/AGENDA)

# Bay Bridge Design Task Force

June 24, 1997 - 1:30 p.m.

## Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Roy A. Imbsen	Imbsen & Assoc. Inc. 916.366.0632	9912 Business Pk. Dr. Sacto 95827
2. Wallace Hawkes	URS Greiner 415.774.2700	100 California St. San Fran.
3. Rick WIEDERHORN	PORT OF OAKLAND 510-272-1579	530 WATER ST. OAK CA 94607
4. Reid Buell	Caltrans	5900 Folsom Blvd Sacramento, CA 95811
5. THOMAS PRIESTLEY	PRIESTLEY ASSOCIATES ENV. PLNG + RESEARCH	5325 HARBOR DR. OAKLAND CA 94618
6. Tom COOPER	Parsons Drinkerhoff 916.267.2522	3840 ROSIN CT SACRAMENTO CA 95828
7. ADE AKINSANYA	Caltrans 916-227-8294	1801 30 <sup>th</sup> St Sacto 95816
8. Dennis Fay	Alameda Co. CMA (510) 836-2560	1333 Broadway, Suite 220 Oakland 94612
9. RAY MATHIS ARCHITECT	PUBLIC	39 CANYON Rd 94704-1815
10. John Paxton	Woodward-Clyde	500 12 <sup>th</sup> St. Oakland 94607

# Bay Bridge Design Task Force

June 24, 1997 - 1:30 p.m.

## Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Preston Kelley	Sverdrup Civil, Inc.	675 Anton Blvd, Suite 400 Costa Mesa CA 92626
Pierre R. Bardette	The Jefferson Company	<del>2000 Sacramento St</del> SF. CA 94118
2. ABUL M. SYED	SYED ENG. ASSOC.	84 GAUGUIN CR. ALISO VIEJO, CA 92656
3. Michael Cameron	EDF	5655 College Ave Oakland, 94618
4. Z.Y. Lin	LTYC	S.F.
5. Alex Scordeles	UC Berkeley	
6. JONATHAN MARSH		123 17 ST A20 L OAKLAND, CA 94612
7. Kathleen Linahan	FHWA	780 9th St Sacto 95814
8. M. Carlson	Office of Mayor Harris	Oakland City Hall
9. Alex Zuckermann	REBAE	510-452-1221
10. SARAH ROSE	CCN	415 896 5550

# Bay Bridge Design Task Force

June 24, 1997 - 1:30 p.m.

## Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. JOHN WARREN	JOHN T. WARREN & ASSOC	1330 BROADWAY OAKLAND, CA 94612
2. JON POSCHMAN	BIKE THO BRIDGE	1451. MARY'S AVE S. F. CA 94112
3. Nita Chin	BART	800 Madison Oakland
4. WILLIAM HADAYA	PARSONS BRINCKERHOFF	303 2ND ST, CA
5. JOE UZARSKI	SOHA ENGINEERS	
	550 KEARNY SAN FRANCISCO	
6. Jim Greich	ACTransit	
7. Shauna O'Hare	City of Oakland PWA	
8. Phil Tang	AGS, Inc.	
	111 New Montgomery St (415) 777-2166 X46 Suite 500	
9. MCTang	Ty Lin International	415-281-3200
10. RAFAEL MANU ELNAREZ	LI	LI

**PRESS**  
**Bay Bridge Design Task Force**  
June 24, 1997 - 1:30 p.m.

NAME

REPRESENTING

1. Eva Neuberg

KQED-FM

2. Robert Oakes

Contra Costa Times

3.

San Jose Mercury

4. Alan Tempko

Chronicle

5. Ronna Abramson

Tribune

6.

7.

8.

9.

10.

**AGENDA ITEM #4**

**SAN FRANCISCO-  
OAKLAND BAY  
BRIDGE DESIGN  
TASK FORCE**

**SUMMARY OF  
PUBLIC COMMENT**



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
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***Memorandum***

TO: Bay Bridge Design Task Force

DATE: June 17, 1997

FR: Steve Heminger

RE: Summary of Public Comment

As you know, the Task Force has conducted an extensive public outreach process as part of its mission of reaching consensus on a bridge type and design features for the new eastern span of the Bay Bridge. This public outreach process has taken many forms, including public hearings in the affected counties, letters, e-mail, phone calls, and significant press coverage.

Although there will be numerous continuing opportunities for public involvement as the eastern span replacement project proceeds, the comment period for this bridge type selection phase of the project closed on June 16. The public comment received by the Task Force to date is summarized in the following attachments for your review:

Attachment 1	Letters, phone calls, e-mail
Attachment 2	Public hearings
Attachment 3	Public agency comment
Attachment 4	News editorials

**ATTACHMENT #1**

**SAN FRANCISCO-  
OAKLAND BAY  
BRIDGE DESIGN  
TASK FORCE**

**FINAL COUNT OF  
LETTERS, PHONE  
CALLS AND E-MAIL**

**Final Count**

Public Comments to Bay Bridge Design Task Force Received From 3/18/97 Through 6/16/97

<b>Options</b>	<b>Letters*</b>	<b>E-mail Messages*</b>	<b>Phone Messages*</b>	<b>Signed Pro Bike Petition</b>	<b>Comments Sent to Caltrans</b>	<b>Total</b>
Skyway	15	2	31			48
Cable	12	6	39			57
Suspension	13		27			40
Steel	1	2	4			7
Retrofit	2	1	13			16
Other Designs (includes design competition, arch, captive column, floating)			11			11
Aesthetic Concerns	20	2	26		5	53
Environmental Concerns	1		24		14	39
Southern Crossing	4		1			5
New Uses for Old Bridge	98					98
Bicycle Lane						
Yes	373	106	541	5,501	153	6,674
No	4	2	62			68
Pedestrian / Wheelchair	114		18			132
Bus Lane / Light Rail	123	7	94		4	228
Tolls						
Raise	1		12		3	16
No Raise			2		2	4
Variable			1			1
None			1			1
Other Features (includes wider bridge, transparent railings, bike shuttles)			15			15
Unusual Ideas (includes private bridge, rollercoaster)			8			8

\* Letters, e-mail, and phone messages frequently included multiple comments, which are included in the tally.

**ATTACHMENT #2**

**SAN FRANCISCO-  
OAKLAND BAY  
BRIDGE DESIGN  
TASK FORCE**

**SUMMARY OF  
PUBLIC HEARINGS**

## **Summary of Public Hearings of Bay Bridge Design Task Force**

### **Kickoff meeting**

**March 18, 1997**

**Port of Oakland Board Room  
Oakland**

Introductions of Task Force members, BCDC engineering criteria review board and Caltrans seismic advisory board members.

Caltrans provided background presentation on replacement over retrofit, technical information and primary criteria for the new bridge: seismic safety, minimized impact on the transportation system, cost, aesthetics and the environment. Regarding earthquake possibility, Caltrans representative said, "We are competing against time. The bridge's performance criteria, alignment and structure type are all interdependent."

Public comments: twin-tower cable stay and suspension spans are in conflict, like two operas on stage at same time. Transbay terminal should be included in the project. Bicycle access across bridge is important. Ideas presented for a steel bridge and floating bridge design.

Meeting concluded with informational boat tour to view the bridge from the water and examine its structure.

### **Alameda County**

**Thursday, March 27, 1997**

**Joseph P. Bort MetroCenter  
Oakland**

In addition to Task Force members, attendees included executive directors of Alameda County Transportation Authority and Alameda County Congestion Management Agency.

Supervisor King explained task force purpose — to develop consensus on design and additional features. Noted MTC does not believe standard shoulders on the new bridge or additional retrofit of the western span are "extras." Announced appointment of Joseph Nicoletti and John Kriken to serve as chair and vice chair of a technical advisory committee.

Caltrans deputy district director Denis Mulligan showed video presentation on bridge replacement. Supervisor King asked Caltrans to provide a cost analysis of the bike path across the bridge.

Public comments: 14 advocates of a bicycle lane; civil engineer urged international design competition; representative of AC Transit District advocated bus lanes on the bridge; representative of East Bay Regional Parks District expressed concern for impact of new bridge on wetlands; speakers supported a floating bridge and an all-steel bridge.

**Contra Costa County**  
**Wednesday, April 16, 1997**  
**Board of Supervisors Chambers**  
**Martinez**

In addition to Task Force members, attendees included MTC Chair Jim Sperring and the executive director and members of the Contra Costa County Transportation Authority.

Denis Mulligan presented two new Caltrans designs: a single-tower cable stay and an arch bridge. Steve Heminger reported on 1) concept of carpool and bus lanes on the bridge. He provided Caltrans highway analysis that shows metering lights have effect of controlling westbound traffic on the bridge, and ramps on San Francisco side have effect of metering westbound traffic. 2) roster and professional qualifications of the engineering and design advisory panel members and their meeting and workshop schedule. 3) tally of public comments received to date.

Public comments: chair of Contra Costa County Transportation Authority supported Regional Measure I projects and objected to diverting funds to pay for bridge seismic retrofit or replacement; Vice Mayor of San Ramon noted Contra Costa and Alameda county residents will be most impacted by raising tolls, and cost effectiveness is important element. East span could be considered an approach to west span. Likes appearance of causeway. Antioch City councilmember advocated single-tower cable-stay bridge and expressed concern about \$100 million cost of bike lane. Walnut Creek city councilmember believes bridge should make a statement, opposed skyway; shoulders on the bridge could serve as bike lanes on weekends and off-peak periods; understands tolls must be raised for a time period. Speaker advocated aesthetic value of bridge over cost, eastern span should complement western span. Two speakers advocated bicycle lane across bridge; one noted that bicyclists pay taxes. Mayor of Brentwood opposed transportation money for bicycle and pedestrian access on Bay Bridge.

**Solano County**  
**Wednesday, April 23, 1997**  
**City Council Chambers**  
**Suisun City**

In addition to Task Force members, attendees included MTC Chair Jim Spering and Commissioner Dorene Giacopini; BCDC executive director; and Solano County Transportation Authority chair, executive director and members.

Denis Mulligan presented Caltrans video of 4 Bay Bridge design proposals.

Public comments: U.C. Berkeley professors presented a cable-stay design with curved deck and single tower leaning away from the deck. They explained: tower is anchored on solid rock on Yerba Buena Island. Bridge designed seismically -- tower and deck are counterbalanced. Bridge is 170 ft. wide, compared to 200 ft. of other cable-stay designs, and 10 percent shorter than other options. Constructed mainly of steel bars, similar to bridges in Kobe, Japan, which performed well in earthquake. Steel behaves three-dimensionally instead of two-dimensionally.

Speaker advocated saving existing bridge for streetcars to Treasure Island. Solano County Transportation Authority executive director advocated cost effective design, based on sound engineering criteria, urged task force to maintain its time schedule on design and continue a broad-base coalition through construction process.

Commissioner Spering commented: new span should be compatible with western span, emphasize gateway to Oakland, have significant night-time profile, and bike lanes should not be paid by bridge tolls.

Commissioner King noted she had spoken with Congresswoman Tauscher regarding inserting provisions for bridge project in ISTEA legislation.

**San Francisco**  
**Thursday, May 8, 1997**  
**Board of Supervisors Chambers**  
**San Francisco**

Commissioner Hsieh noted that he serves as chair of the San Francisco Transportation Authority.

Caltrans project engineer Brian Maroney reported on feasibility and cost of bicycle lane: bicycle facility across the entire bay is feasible. From Oakland, bike path would be on southern side and routed onto south side of Yerba

Buena Island. On western span, path would be on southern side, lower deck; would go around the towers and touch down via Stuart Street ramp on Bryant Street near Rincon. Costs from the island to San Francisco: \$65 million. Added to cost of bike lane in the skyway design, total cost is \$149 million. With double-tower cable-stay design, total bike lane cost jumps to \$167 million. Detailed wind and seismic analysis has not been conducted. Tens of thousands of structural members on western span have to be evaluated, will take significant amount of time. Some bike elements do not meet ADA.

Caltrans district deputy director Denis Mulligan discussed on /off ramps on Yerba Buena Island and possible changes to create easier merges for vehicles. Cost estimate is \$25 million. He gave cost estimates for western span: \$391 million. Includes suspension spans, ramps, west approach from 5th Street to anchorage and all ramps leading up to Transbay Terminal; does not include Terminal building itself.

Caltrans presented video of urban simulation of three bridge designs, produced by Coryphaeus Software.

Stuart Sunshine, representing Mayor Brown, introduced plans for moving Transbay Terminal to state-owned land at Main and Beale streets. San Francisco views the terminal as a regional facility and part of the bridge project. Larry Badiner, San Francisco Planning Department, presented designs for new terminal, showing space for Muni Railway, Samtrans and retail lobby on ground floor, AC Transit and Greyhound on upper floor. Bill Carney, San Francisco Redevelopment Agency, described process of solving seismic problem, working with transit operators and ensuring that new terminal is a revitalized gateway to San Francisco.

Public comments: 28 speakers, including East Bay Regional Parks District board member, advocated bicycle/pedestrian lanes on the bridge; a bike lane petition was submitted with 2,000 signatures. Five advocated bus lanes and rail line. AC Transit general counsel and 4 others objected to moving Transbay Terminal to new site. Two design proposals were made: U.C. Berkeley professors' steel, cable-stay design and Zhen Dong proposal. Two supported skyway. One advocated congestion pricing.

**ATTACHMENT #3**

**SAN FRANCISCO-  
OAKLAND BAY  
BRIDGE DESIGN  
TASK FORCE**

**PUBLIC AGENCY  
COMMENT**

OFFICE OF THE MAYOR  
SAN FRANCISCO



WILLIE LEWIS BROWN, JR.

June 12, 1997

Honorable Mary King  
Chairperson  
Bay Bridge Design Task Force  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

Dear Supervisor King:

Thank you for serving as Chair for the Bay Bridge Design Task Force. I appreciate the effort that MTC and Caltrans have put into this aggressive review and study period. I am taking the liberty of writing the Task Force with my thoughts regarding the future of the Bridge, its connectivity to the region and its impact on San Francisco.

As you know, San Francisco views the Bay Bridge in its totality, not just the eastern span. Efforts should be made to support the retrofit of the western approach ramps, redesign of the access to Yerba Buena Island and Treasure Island, as well as the incorporation of the new regional terminal which will help relieve future congestion on the new span and the transbay corridor.

Last month City staff presented to your Committee information regarding the replacement of the state-owned Transbay Transit Terminal, which is historically linked to the Bay Bridge. The Terminal has been part of the Bridge since its inception, toll revenues paid for its construction, and continue to pay for its operation and maintenance. Caltrans, faced with seismic and life safety concerns regarding the future of the terminal, came to the City for assistance in planning a replacement facility. The City of San Francisco, working with the regional transit operators, MTC and Caltrans has developed a replacement terminal proposal. This proposal was endorsed by the San Francisco Board of Supervisors last month and is moving into project design and environmental review. I am attaching a copy of a letter I sent to the President of AC Transit's Board of Directors outlining the history of this project.

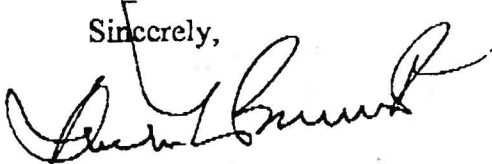
The primary user of the Transbay Transit Terminal is AC Transit, which enjoys exclusive ramp access from the Bridge to the Terminal. This dedicated access allows for efficient, convenient transbay access from the East Bay. This exclusive access will continue as part of the replacement terminal to be located between Main and Beale Streets at Howard Street.

Access to and from the Bridge should also be considered in your final analysis on the Bridge. I know there are efforts to retrofit and or replace the western approach ramps, which include the terminal ramps, leading to and from the Bridge in San Francisco. The coordination of this project as it relates to the rebuilding of the Terminal Separator Structure should be encouraged. However, I believe the greatest deficiency is related to the auto ramps linking the Bridge with Treasure Island and Yerba Buena Island (TI/YBI). From an operational and life safety standpoint, I assume these ramps are sub-standard. One cannot in good conscience allow the bridge to be retrofitted and do nothing to improve how vehicles get on and off the Island. The Task Force should support the additional costs required to assure safe and convenient traffic movement between the Bridge and TI/YBI.

The alignment of the eastern span onto Yerba Buena Island is also critical to us as we take possession of the Island from the Navy this fall. The proposed Northern alignment precludes development of most of the flat, developable land on Yerba Buena Island. Reuse of existing buildings and redevelopment of this area is critical to providing revenue to fund redevelopment of Treasure Island, where seismic safety issues and Tideland Trust restrictions impose higher costs for redevelopment. For this reason, along with the increased cost for the replacement span, I am against the Northern alignment. The Southern alignment preserves these immediately developable opportunities, reduces negative visual and noise impacts from the existing Bridge, and costs less.

I hope that you find this information helpful in your deliberations regarding the new Bay Bridge design. I offer my good offices to assist you in obtaining additional funding for those proposals endorsed by your Task Force. Thank you for allowing me the forum to comment.

Sincerely,

A handwritten signature in dark ink, appearing to read "Willie L. Brown, Jr.", written in a cursive style.

Willie L. Brown, Jr.  
Mayor

WLB/s2



# PORT OF OAKLAND

CHARLES W. FOSTER  
*Executive Director*

VIA FAX  
464-7848

June 20, 1997

**Commissioner Mary King, Chair  
San Francisco-Oakland Bay Bridge Design Task Force  
Metropolitan Transportation Commission  
101 8th St.  
Oakland, California 94607**

**Attn: Steve Hemminger  
Re: Replacement of Oakland-San Francisco Bay Bridge Eastern Span**

Dear Commissioner King and Task Force Members;

Thank you for soliciting comments from the Port of Oakland regarding the potential reconstruction of the east span of the Bay Bridge. Rebuilding the bridge is a significant public works project which will have major implications for Oakland and the entire region. We are pleased to see that the MTC, Caltrans, BCDC, the City of Oakland, and other regional agencies are encouraging broad participation in their considerations about the project.

Generally, the Port concurs with the extensive research, findings and conclusions that were prepared and discussed by the Engineering & Design Advisory Panel (EDAP). As I noted in my May 15, 1997 letter to the Oakland Public Works Agency (attached), the Port's interests in the bridge replacement were largely confined to insuring that the bridge not adversely impact the Port's operations; that adequate consideration be given to making sure the new bridge enhance the entrance to Oakland; and that Oakland-based businesses be given the opportunity to participate in potential contracting for work.

At the time of my letter, discussion about alternatives appeared to focus on variations of bridge design and construction on a preferred alignment which has come to be referred to as the 'Northern Alignment'. I noted then, and believe now, that ***EDAP's recommendations have minimal impact on the Port, as long as the bridge is built on the Northern Alignment, or at least north of the existing alignment.***

Recently, however, EDAP has added the so-called 'Southern Alignment' to the range of alternatives. With the impending closure of the Oakland Army Base, the Port has plans for marine terminal development expansion on the south shore of the Oakland approach, immediately adjacent to the current bridge alignment, extending along Burma Road from the bridge touchdown point to Maritime St.). We are very concerned with any bridge plans which would require realignment or additional right-of-way to the south of the current right-of-way.

June 20, 1997

Commissioner Mary King, Chair  
San Francisco-Oakland Bay Bridge Design Task Force  
Page 2

Please note that plans for long term maritime terminal development are based on the long-standing recommendations of the San Francisco Bay Area Regional Seaport Plan. The Regional Seaport Plan, as approved by MTC and BCDC, identifies those sites within the entire region which should be reserved for future port expansion, based on the unique site attributes required for port operations. The current Regional Seaport Plan has identified and reserved an approximate 100 acre site immediately south of the westerly end of the bridge's Oakland approach. The Southern alignment appears to preclude a portion of this proposed terminal, to the disadvantage of both the Port of Oakland and the future economic well-being of the region.

I urge the Bay Bridge Design Task Force to consider the implications of this issue as it selects a preferred alignment. Thank you again for the opportunity to participate in your deliberations. Port staff will be available at your future meetings to provide additional information about our plans at your convenience.

Sincerely,



Charles W. Foster  
Executive Director

cc: Mayor Harris  
Kofi Bonner, Interim City Manager  
John Soderling, Public Works Agency  
Denis Mulligan, CalTrans



# PORT OF OAKLAND

CHARLES W. FOSTER  
*Executive Director*

May 15, 1997

Mr. John Soderling, Asst. Director  
Oakland Public Works Agency  
1300 Broadway 8th Floor  
Oakland, California 94612

**Re: Replacement of Oakland-San Francisco Bay Bridge Eastern Span**

Dear John;

Thank you for soliciting comments from the Port of Oakland regarding the potential reconstruction of the east span of the Bay Bridge. Rebuilding the bridge is a significant public works project which will have major implications for Oakland and the entire region. We are pleased to see that the MTC, Caltrans, the City of Oakland, and other regional agencies are encouraging broad participation in their considerations about the project.

As you requested, the Port of Oakland has evaluated Caltrans' design and development objectives and the alternative design proposals to determine if there are issues or impacts on the Port's operations or plans. From our understanding of Caltrans' program, at this point, there do not appear to be any major impacts (adverse or positive) relating to marine navigation, truck access, traffic planning, marine terminal expansion, and/or environmental management at the Port.

We agree with the Interim City Manager's May 6, 1997 report to the City Council, in which he identified the project's significant issues for Oakland. Clearly, it is most important that the new bridge establish an extraordinary and appropriate gateway to Oakland, and that Oakland businesses have the opportunity to participate in the various contracting activities which will become available. The Port fully supports the City Manager's initiatives to insure that Caltrans responds to these objectives.

As the alternatives are evaluated by the agencies and community at large, we expect them become more refined, and/or to change. The Port will continue to monitor the evolving concepts, to insure that the following considerations are kept in mind:


1. There is a secondary navigation channel between Yerba Buena Island and the eastern shore of the bay, which will be spanned by the bridge. Bridge design must account for shipping within the channel. Adequate channel width and height (bridge clearance above the water) must be retained.

2. We understand that one of Caltrans' primary objectives is to maintain, if not expand, current traffic capacity of the bridge. Doing so (especially that for Port-related truck traffic) is extremely important to the Port. We will want to make sure that the capacity of the bridge to accommodate Port-related traffic is not compromised.
3. Caltrans should insure that the new bridge span's 'touch down point' (ie. where the new alignment re-connects to the existing roadway) on the Eastern shore is far enough west of the toll plaza so as not to disrupt planned traffic patterns at the toll plaza or east of that. This has ramifications on three items of Port interest:
  - It is important to the Port that access between the bridge and Maritime St. be as direct and simple as possible, without causing additional congestion at the Maritime St. exit or on Maritime St. itself.
  - With the impending closure of the Oakland Army Base, the Port has plans for marine terminal expansion at Berths 7, 8 and 9, immediately adjacent to the current bridge alignment and toll plaza (ie. on the south shore of the toll plaza area, extending along Burma Road from the bridge touchdown point to Maritime St.). We would be concerned with any bridge plans which would require realignment or additional right-of-way to the south of the current right-of-way.
  - Potential impacts on environmentally sensitive areas on the north shore of the current bridge approach (eg. the so-called Radio Beach and Emeryville Crescent areas) can be minimized by a westward touchdown point.
4. The Port has no objection to Caltrans providing bicycle and pedestrian access on the bridge to Yerba Buena Island or San Francisco, as long as such access is sufficiently separated from vehicular traffic on the bridge **and in the eastern approaches**. Trails from the bridge should connect to existing or planned trails on the Eastern shore with logical and safe segments. Specifically, the Port will be very concerned if the trail connections are routed through active port facilities, or along roadways dominated by Port-oriented truck traffic (eg. Maritime St.).

At present, the Port has no preferences for the design of the bridge. We anticipate a lively region-wide discussion about that, where we will be making sure that the above points are accounted for. We look forward to participating in the debate, and to working with you and the relevant agencies and officials to develop consensus on this most significant project.

Please pass our comments on to the City Council and the MTC Bay Bridge Task Force for their consideration. I am available to provide additional information at your convenience.

Sincerely,



Charles W. Foster  
Executive Director

cc: Mayor Harris  
Supervisor King  
Kofi Bonner, Interim City Manager

OFFICE OF THE MAYOR  
SAN FRANCISCO



WILLIE LEWIS BROWN, JR.

May 13, 1997

Mr. Clinton Killian  
President  
AC Transit  
1600 Franklin Street  
Oakland, California 94612

Dear Mr. Killian:

I am in receipt of a veto request from your General Counsel regarding legislation passed by the San Francisco Board of Supervisors on the Transbay Transit Terminal. I am continually amazed at the reluctance the AC Transit Board has shown for this project which primarily benefits your organization and its riders. I will not veto this resolution. It is consistent with previous City policy and it is good regional transportation planning.

I would like to this opportunity to briefly summarize the planning effort aimed at siting a new regional transit terminal in San Francisco, an effort which has been led by the City's Redevelopment and Planning staffs, and which has been in partnership with Caltrans.

In June, 1992, the Office of State Architect advised Caltrans, which owns and operates the Transbay Terminal, that "... the best interests of the public would be served by the demolition of the existing facility and its replacement with a new terminal...", noting in detail the building's seismic, health, fire, safety, ADA, and other substandard conditions. Caltrans then came to the City, citing the estimated \$60 million in retrofit and code repair requirements, and asked if San Francisco was interested in a joint development effort for the replacement of the Terminal.

San Francisco responded to Caltrans by entering into a cooperative planning process, which included Caltrans and all regional bus operators, to examine the future transit needs of a new terminal and to consider the land use and transportation planning implications of alternative terminal sites. This planning effort lead to the March 1996, policy decision by the San Francisco Board of Supervisors to replace, rather than attempt to repair, the existing Terminal with a new terminal. It also lead to the May 12, 1997, Board decision to located the new terminal at a recommended site at Howard, Beale and Main Streets.

The recommendation to place a new transit terminal at the Main and Beale Streets site is based upon the following transportation planning reasons:

- Surface street (Muni and SamTrans) bus access will continue to experience severe congestion conflicts with the automobile traffic which utilizes First and Fremont Streets as the principle routes to and from the Bay Bridge. The new site will allow buses to move to and from the new terminal via Main and Beale Streets, which are relatively uncongested, thus offering much more efficient bus movements.
- The proposed terminal site will allow the new elevated bus only connection to be built between the new Terminal Separator Freeway structure and the terminal, thus providing exclusive movement to and from the Bay Bridge, thus insuring efficient operations for AC Transit and other bus operators.
- The Main and Beale Street facility can be constructed while the existing terminal continues to operate, thus avoiding the costs of an interim facility and minimizing service disruptions.

I strongly disagree with some members of your Board of Directors when it is claimed that a new terminal will discourage transbay transit ridership. A new, modern terminal which provides riders with a safe, clean, comfortable environment would stand in great contrast to the existing Transbay Terminal. If we wish to encourage transit ridership, then it is important to treat transit riders with respect and insure that their transit experience is as secure and comfortable as possible. That is not the case at the existing Terminal, where ridership has declined steadily for two decades. I believe that a new terminal offers the opportunity to reverse this trend.

Together, we have the opportunity to create a significant transit improvement for both sides of the Bay. The fact that the City of San Francisco is willing to take the lead to build a new terminal facility which will perform primarily to meet AC Transit's needs should be applauded, not condemned.

Sincerely,



Willie L. Brown, Jr.  
Mayor



# CITY OF OAKLAND



CITY HALL • 1333 BROADWAY • OAKLAND, CALIFORNIA 94612

Office of Public Works

(510) 238-3961

FAX: (510) 238-2233

TDD (510) 839-6451

Ms. Mary King, Chair  
MTC Bay Bridge Design Task Force  
101 - 8th Street  
Oakland, CA 94612

May 15, 1997

Dear Supervisor King:

**RE: REPLACEMENT OF BAY BRIDGE EASTERN SPAN**

The Oakland City Council Public Works Committee recently met to consider design criteria preferences for the new eastern span of the Oakland/San Francisco Bay Area. We would appreciate having the MTC Bay Bridge Design Task Force incorporate these criteria in plans for the new eastern span:

- 1) Eastbound traffic should have an open, inspiring view of Oakland. If a double deck bridge design is selected, eastbound traffic should be on the upper deck.
- 2) The new bridge should provide bicycle and pedestrian access. Seismic retrofit of the western span on the San Francisco side should also accommodate bicycles and pedestrians.
- 3) The new bridge should be capable of accommodating a future rail extension -- either light rail or high speed rail.
- 4) The new bridge should be an architectural asset, establishing a sense of place, and creating an inspirational identity for Oakland and the East Bay. Oakland opposes the idea of constructing a plain skyway structure.
- 5) The new bridge should be a world-class design. The Bay Area should not be relegated to selecting between the 2 or 3 alternatives initially proposed by Caltrans. Several design proposals should be considered.
- 6) Finally, if the current call for proposals (due May 5) does not produce a desirable number of alternatives, MTC and Caltrans should undertake a limited design competition (minimum 90 days).

If you have any questions about the committee's suggestions, please feel free to contact Shanna O'Hare of my staff at 238-6613.

Sincerely,

TERRY E. ROBERTS  
Director, Public Works Agency

cc: Steve Heminger, MTC  
Harry Yahata, Caltrans

U.S. Department  
of Transportation

United States  
Coast Guard



Commander  
Maintenance & Logistics  
Command Pacific

Coast Guard Island, Bldg 54D  
Alameda, CA 94501-5100  
Staff Symbol: sp  
Phone: (510) 437-3531  
FAX: (510) 437-5753

11000

June 13, 1997

Commissioner Mary King  
C/O MTC  
101 8th Street  
Oakland, CA. 94607

Dear Madam:

This letter is being sent to express the Coast Guard's position with respect to the potential replacement and alignment of the new Bay Bridge. The Coast Guard currently owns and occupies most of the property on Yerba Buena Island that is south of the Bay Bridge and tunnel. The Coast Guard Base is made up of several activities which conduct multiple missions including; search and rescue, aids to navigation support, and vessel maintenance and repair. Due to the location and topography of the property our missions are already restricted. Several informal meetings with CALTRANS have been held to discuss and review the various replacement scenarios, alignments and impacts.

The Coast Guard would prefer selection of the north alignment due to the impacts generated by the south alignment. The south alignment of the bridge replacement will generate significant impacts on the mission and operation of the Coast Guard Base. These impacts include but are not limited to; increased noise in the housing areas due to the closer proximity of the bridge traffic, the loss of Coast Guard property and flexibility for future planned uses of that property, the demolition of two buildings, and the reconstruction and alignment of the main entrance road. We would expect that these and any other impacts be mitigated to accommodate Coast Guard operations if the south alignment is selected.

We look forward to working with your Task Force and CALTRANS to review and evaluate the bridge alternatives. Please include us in any future agency and public review milestones. The Coast Guard Point of Contact for this project is Mr. Leo Lozano. He can be reached by telephone at (510) 437-5765. Please feel free to contact him or myself at any time.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. L. Smith II".

R. L. SMITH II, P.E.

Lieutenant Commander, U. S. Coast Guard  
Chief, Planning Branch  
Civil Engineering Division  
By direction of the Commander

Copy: Commander, USCG Pacific Area (Pr)  
Commanding Officer, Group San Francisco  
State of California, Department of Transportation  
Commander, USN Engineering Field Activity West

## **EL SOBRANTE MUNICIPAL ADVISORY COUNCIL (ESMAC)**

### **A Resolution Regarding Alternative Designs for the East Span of the San Francisco-Oakland Bay Bridge**

**Whereas**, a large number of the residents of El Sobrante commute regularly to San Francisco by private vehicles and public busses, and

**Whereas**, the 1937 East Span of the San Francisco-Oakland Bay Bridge is no longer adequate to meet critical seismic safety standards of survivability and usability following a major earthquake, and

**Whereas**, the Metropolitan Transportation Commission (MTC) has formed a task force to evaluate alternative designs for the bridge, and that task force has also been asked by various parties to include additional work beyond the new bridge as part of the retrofit funding package, and

**Whereas**, the Transbay bus terminal, having been found to be seismically unsafe, still is a necessary transportation target for AC busses transporting East Bay residents directly to San Francisco from El Sobrante and Hill Top communities, and

**Whereas**, it has been estimated that the inclusion of bicycle lanes on the new bridge will increase its cost by an amount ranging between \$100 and \$175 million, and

**Whereas**, expected bicycle traffic on the new bridge can not begin to finance the costs of bicycle lanes through toll fees, and

**Whereas**, there are many urgently needed projects in the Bay Area awaiting funding,

**Now, Therefore, Be It Resolved**, that relative to the proposed construction project for a new east span, the ESMAC hereby:

1. Urges the inclusion of a seismic retrofit of the Transbay bus terminal as a part of the total project.
2. Finds that the construction of bicycle lanes on the San Francisco-Oakland Bay Bridge is not cost effective, considering other needs, and should not be pursued.
3. Recommends that MTC review any alternatives for transporting bicycles across the Bay.

Passed on June 11, 1997, by the El Sobrante Municipal Advisory Council.

  
Reva Clark, Chairman





# BAY AREA AIR QUALITY MANAGEMENT DISTRICT

June 3, 1997

response 6/9/97

**ALAMEDA COUNTY**

Scott Haggerty  
Greg Harper  
(Vice-Chairperson)  
Mary King  
Ben C. Tarver

**CONTRA COSTA COUNTY**

Paul L. Cooper  
Joseph Canclamilla  
Gayle Uilkema

**MARIN COUNTY**

Harold C. Brown, Jr.

**NAPA COUNTY**

Vince Ferriole

**SAN FRANCISCO COUNTY**

Susan Leal  
Mabel Teng

**SAN MATEO COUNTY**

Jerry Hill  
Michael D. Nevin  
(Secretary)

**SANTA CLARA COUNTY**

Randy Attaway  
Don Gage  
Trixie Johnson  
Gillian Moran

**SOLANO COUNTY**

William Carroll

**SONOMA COUNTY**

James Harberson  
(Chairperson)  
Patricia Hilligoss

Ellen Garvey  
Air Pollution Control Officer

Mary King, Chair  
Bay Bridge Design Task Force  
Metropolitan Transportation Commission  
101 8th Street  
Oakland, CA 94607

- 4 -

Dear Chairperson King:

~~At the request of the Chair of the Board of Directors of the Bay Area Air Quality Management District (District), I am writing to express our strong support for providing a bicycle lane on the Bay Bridge as part of the seismic retrofit project. Providing a bicycle lane on the Bay Bridge will close a critical gap in the regional bike network. We urge you to assure that the Bay Bridge project include direct bicycle access between Oakland and San Francisco.~~

Lack of bicycle access is a significant obstacle for Bay Area cyclists. Transportation Control Measure #9 of the Bay Area Clean Air Plan includes a component to "Provide means for bicycles to cross all existing Bay bridges; ...provide direct access for bicycles on any new or modified bridge construction." The Bay Bridge corridor is one of the most heavily traveled corridors in the region. Providing direct bicycle access across the Bay Bridge will help ease traffic congestion and reduce air pollution from motor vehicles.

We recognize there are still unresolved issues concerning financing the Bay Bridge reconstruction, and that the idea of charging bicyclists a toll has been proposed. **We would discourage a toll for bicycles.** High occupancy vehicles (HOVs) are exempt from bridge tolls due to their benefits to congestion and air quality. Bicycles should receive the same pricing benefit as HOVs.

The construction of a new east span of the Bay Bridge presents a unique opportunity to close a critical gap in the region's network of bicycle routes and thereby enhance mobility, reduce congestion and improve air quality. By seizing this opportunity now, we can provide a great benefit to Bay Area residents for many years to come. On behalf of the District, I urge you to assure that the Bay Bridge project include direct bicycle access along the entire length of the bridge.

Sincerely,

Ellen Garvey

Air Pollution Control Officer

cc: State Assembly Member Bill Lockyer  
State Assembly Member Tom Torlakson  
State Assembly Member Don Perata  
State Senator Quentin Kopp  
State Senator Richard Rainey

BAAQMD Board Members  
Harry Yahata, Caltrans  
Larry Dahms, MTC  
Alex Zuckerman, REBAC

# CITY OF SUNNYVALE

*The Heart of Silicon Valley*

456 WEST OLIVE AVENUE

SUNNYVALE, CALIFORNIA 94086

(408) 730-7470

*response 6/6/97*

May 28, 1997

Stan J. Kawczynski  
Mayor

Jim Roberts  
Vice Mayor

Landon Curt Noll  
Councilmember

Robin N. Parker  
Councilmember

Manuel Valerio  
Councilmember

Pat Verreiter  
Councilmember

Jack Walker  
Councilmember

Supervisor Mary King  
Chair, Bay Bridge Design Task Force  
Metropolitan Transportation Commission  
Joseph Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

Subject: San Francisco-Oakland Bay Bridge Non-Motorized Access

Dear Supervisor King and Members of the Task Force:

The City of Sunnyvale wishes to express its support for inclusion of non-motorized access on the eastern replacement span and to the San Francisco-Oakland Bay bridge, and retrofit of the suspension span for non-motorized access.

Sunnyvale's General Plan calls for the City to support and encourage other governmental agencies to develop, maintain and operate regional recreation facilities that are available to people who live, work or visit Sunnyvale. Clearly the tourist and recreation destinations of San Francisco and Oakland, including the Golden Gate Bridge, Jack London Square, Alcatraz, and the Marin Headlands provide recreation opportunities that meet this criteria. The Bay Area's world class recreation facilities benefit residents and visitors of all the cities of the region. **Provision for biking and walking on the Bay Bridge** would greatly enhance the region's recreation infrastructure.

Sunnyvale policy also encourages promotion of non-automobile transportation. Non-motorized access across the Bay would open the busiest travel corridor in the entire Bay Area to bicycle and pedestrian commute travel. This would be of tremendous regional import to promoting non-automobile transportation.

Thank you for considering the City's position as you proceed with your decision. Please contact Jack Witthaus, the City's Transportation Planner, at (408) 730-7330 if you have any questions or comments.

Sincerely,



Stan J. Kawczynski  
Mayor

response  
5/29/97



## CONTRA COSTA TRANSPORTATION AUTHORITY

### COMMISSIONERS:

John E. Marquez  
Chair

Barbara Guise  
Vice-Chair

Charlie Abrams

Joe Canciamilla

Donna Gerber

Millie Greenberg

Sarge Littlehale

Allen Payton

Julie Pierce

Lloyd Wagstaff

Hermann Weim

Robert K. McCleary  
Executive Director

Hon. Mary King, Chair  
Bay Bridge Task Force  
% Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607-4700

May 27, 1997

Subject: Replacement of the East Span of the Bay Bridge: Authority Resolution 97-18-P

Dear Chairperson King:

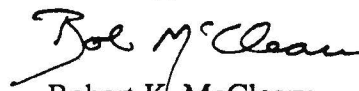
At its meeting of May 21, 1997, the Authority adopted Resolution 97-18-P, its official position regarding replacement of the East Span of the San Francisco-Oakland Bay Bridge and related issues. An original of the signed resolution is attached for your files.

In summary, the Authority strongly supports replacement of the existing span with a new bridge, and believes that every effort should be made to expedite the start of construction for the replacement. In fact, we have submitted draft language to Congress that would facilitate expedited start of construction. The Authority also believes that the aesthetics of a new bridge are important, and should be given full consideration within a framework considering total cost, life-cycle costs, and environmental and construction impacts.

On related issues, the Authority believes that a bike path should be included on the new bridge (and prospectively on the West as well) only if it can be demonstrated to be cost-effective. The Authority does not support inclusion of other projects within the scope of the retrofit— such as a new Transbay Terminal or improved access ramps to Yerba Buena Island — but does believe that the existing Transbay Terminal should undergo necessary seismic retrofit repairs, to be fully funded from existing toll revenues.

Thank you for your consideration of our views, and for focusing the attentions of your task force on this very important regional project. Please call me if there is any additional information or assistance that we can provide.

Sincerely,

  
Robert K. McCleary  
Executive Director

1340 Treat Boulevard  
Suite 150

Walnut Creek  
CA 94596

PHONE:  
510/938-3970

FAX:  
510/938-3993

cc. Authority members; Sharon Brown; Mark DeSaulnier; Denis Mulligan; Steve Heminger ✓



## **CONTRA COSTA TRANSPORTATION AUTHORITY**

### **Resolution 97-18-P**

#### **A Resolution in Support of Replacing the 1937 East Span of the San Francisco-Oakland Bay Bridge for Public Safety and Environmental Benefits**

**Whereas**, the 1937 East Span of the San Francisco-Oakland Bay Bridge is a steel truss design which is no longer adequate to meet critical seismic safety standards of survivability and usability following a major earthquake — which should apply to all bridges in the I-80 corridor, due to its statewide significance; and

**Whereas**, the 1927 bridge can be retrofitted to improve its seismic safety at an approximate cost of \$909 million, but that cost is 75 to 90 percent of the cost of replacing it with a newer span; and

**Whereas**, a new span has lower life cycle costs and would reduce disruption of traffic flow during construction, and modern technology would provide greater seismic resistance, a longer economic life, less environmental impacts than retrofit, and lower maintenance costs; and

**Whereas**, the Metropolitan Transportation Commission (MTC) has formed a task force to evaluate alternative designs for the bridge, and that task force has also been asked by various parties to include additional work beyond the new bridge as part of the retrofit funding package, such as bicycle lanes on the bridge, reconstruction of the Transbay Terminal in San Francisco, and reconstruction of the ramps from the east span connector to Yerba Buena Island; and

**Whereas**, the Authority finds that the economic life of the bridge, estimated to be 125 years, mandates giving full consideration to whether or not bicycle lanes should be included as part of the scope of the new East Span, but believes that other proposed projects such as a new and/or relocated Transbay Terminal and Yerba Buena ramp reconstruction are independent of the need and purpose of the new bridge; and

**Whereas**, the Authority finds that the lack of action to improve the seismic safety of the San Francisco-Oakland Bay Bridge, eight years after the damage caused by the Loma Prieta earthquake, seriously jeopardizes the public safety and welfare; and

**Whereas**, the Authority has previously supported provisions in Federal legislation to promote accelerated delivery of a new East Span; and

**Contra Costa Transportation Authority**

Resolution 97-18-P, May 21, 1997

Page 2

Whereas, 1990 Census survey travel data estimate that 80 percent of the commuters using the Bay Bridge originate in the East Bay and Solano County — Alameda County, 40.9 %; Contra Costa County, 32.5%; and Solano, 6.5% — while only 16.4% originate in San Francisco County;

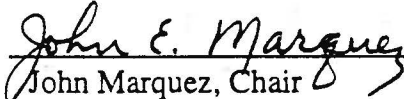
**Now, Therefore, Be It Resolved,** that, relative to the proposed new East Span of the San Francisco-Oakland Bay Bridge, the Contra Costa Transportation Authority hereby supports:

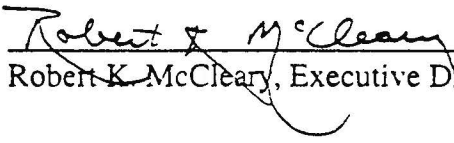
1. Removal of the 1937 East Span of the Bay Bridge and replacing it by construction of a new bridge, consistent with Caltrans proposals;
2. Consideration of aesthetics as an important part of the process in selecting the final design, taking into account total cost, Caltrans assessment of full life-cycle costs and environmental and construction impacts for each proposed type;
3. Including bicycle lanes on the new East Span Bridge *only* if they can be demonstrated to be cost-effective;
4. Defining the replacement project as only the new bridge and its necessary approaches; additional projects such as a new or relocated Transbay Terminal or the Yerba Buena ramps should not be included as part of the scope but should be separately addressed;
5. Making every effort to accelerate construction of the new East Span, with a goal of having construction underway *before* the 10<sup>th</sup> anniversary of the Loma Prieta earthquake — October 17, 1999;
6. Expediting necessary repairs to the existing Transbay terminal, using existing bridge toll revenues consistent with statutory priorities; and
7. Having MTC address the issue of funding any other projects which are not an immediate and critical part of the seismic retrofit reconstruction of the San Francisco-Oakland Bay Bridge through a separate and comprehensive process; and

**Be It Further Resolved,** that the Contra Costa Transportation Authority urges MTC and Caltrans to adopt formal positions supporting expedited delivery of the new East Span of the Bay Bridge, with construction targeted to start before October 17, 1999; and

**Be It Further Resolved,** that the Contra Costa Transportation Authority respectfully requests that formulation of the final scope of work to be included and the costs to be paid for the retrofit recognize the fact that approximately 80 percent of the financial burden of paying tolls to support the retrofit/ reconstruction will be paid by East Bay and Solano commuters.

This Resolution was entered into a meeting of the Contra Costa Transportation Authority, held on May 21, 1997 in Walnut Creek, California.

  
John Marquez, Chair

Attest:   
Robert K. McCleary, Executive Director

*response  
5/27/97*

**Jeff Kroot**  
Mayor

**Judith Hodgins**  
Vice-Mayor

## **Town of San Anselmo**

525 SAN ANSELMO AVENUE

SAN ANSELMO, CA 94960

(415) 258-4600 - FAX (415) 459-2477

*Heminger*

**Peter Breen**  
Councilmember

**Paul Chignell**  
Councilmember

**Carla Overberger**  
Councilmember

May 19, 1997

Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Attention: Supervisor Mary King  
Chair of the Bay Bridge Design Task Force

Dear Ms King,

On behalf of the San Anselmo Town Council, I would like to express the Council's support for the concept of including a path for non-motorized access, which includes access for pedestrians and bicycles, all the way across the Bay Bridge. A non-motorized path would establish a permanent, new transportation link for bicycles and pedestrians that cannot otherwise be accomplished any other way, and would enhance the lives of many people who live and work in the Bay Area.

We would urge the Metropolitan Transportation Commission to recommend that non-motorized access all the way across the Bay be an integral part of the San Francisco-Oakland Bay Bridge Design and Retrofit Project.

Sincerely,



Jeff Kroot  
Mayor

**CITY OF EMERYVILLE** \* **VICE-MAYOR KEN BUKOWSKI**

5880 Doyle Street \* Emeryville, California 94608

Phone- (510) 547-2101 \* Fax- (510) 547-2318 \* Pager- (510) 448-4444 \* e-mail- <bukowski@best.com>

Monday, May 19, 1997

**To-- Metropolitan Transportation Commission**  
**Attn-- Bay Bridge Design Task Force, Mary King, Chairperson**  
**Re-- Support for Inclusion of Pedestrian & Bicycle Path**  
**Across the Full Span of San Francisco-Oakland Bay Bridge**

---

*Honorable Chairperson Mary King & Members of the MTC Bay Bridge Design Task Force:*

Thank you for providing an opportunity to comment on the future design of the San Francisco-Oakland Bay Bridge. Please consider the addition of a pedestrian/bicycle path, across the full span of the Bay Bridge, as an integral component of the Seismic Retrofit Project.

**ADEQUATE PLANNING & CURRENT TRENDS IN TRANSPORTATION:** Adequate planning means evaluating anticipated needs. The reconstruction of the Eastern Span of the Bay Bridge, and the seismic retrofit of the Western Span, including planning for its design, should meet the transportation needs of tomorrow. That need is partially determined by evaluating current trends in transportation. Another part of planning should include carrying out the stated goals and objectives established by Federal, State, and regional transportation planning agencies.

Looking at trends in transportation, every available statistic in the U.S. shows a substantial increase in the number of trips made by pedestrians & bicycles. The United States Department of Transportation (DOT) established, as a goal, the **doubling** of the total number of trips made in the U.S. by bicycling and walking. On the State level more money is being allocated for bicycle programs, and in the S.F. Bay Area, there are a large number of capital projects, such as the S.F. Bay Trail, new bicycle lanes in all of our cities, bicycle lockers at BART Stations, and the planned addition of pedestrian/bike paths on most Bay Area Bridges. Also, the planned reconversion of Treasure Island will warrant pedestrian and bicycle access. There are too many items in the planning stage to mention. The point is that every indicator says that the number of pedestrians and bicyclists will continue grow. Otherwise it would not make sense to plan for and provide all of the described amenities..

Adequate planning and addressing the needs of tomorrow includes a Path for bicycles and pedestrians all the way across the Bay Bridge. While it is admirable to build a Path on the Eastern Span of the Bay Bridge. It doesn't address the need unless it goes all the way to the other side of the Bay. Would it make any sense to build a bridge for automobiles that didn't connect to both sides of the Bay? Likewise, the HOV Lane goes all the way up to the Bay Bridge Toll Plaza, but does not continue across the Bridge? Does it make sense for the HOV Lane to just end at the Toll Plaza?

Metropolitan Transportation Commission  
Bay Bridge Design Task Force, Mary King Chairperson  
May 19, 1997

## **FUNDING THE SEISMIC RETROFIT PROJECT & NEW DESIGN FOR THE BAY BRIDGE:**

**(1) PROPOSITION 192 / NEW BALLOT PROPOSITION,** Proposition 192 was recently approved by the voters and was intended to provide the necessary funds to seismically retrofit all the bridges in the State. However, Cal-Trans has grossly underestimated the costs which is going to necessitate another Statewide Bond Measure.

According to a well known Senator, another Statewide Bond Measure is going to be proposed which will include funding for the Bay Bridge Seismic Retrofit Project. As it is currently planned the Measure is only going to include funding the pedestrian/bicycle path on the Eastern Span of Bay Bridge. It may make more sense to win voter approval, especially for bicyclists, to vote for Bond Measure that includes a pedestrian/bicycle path that connects all the way to San Francisco. It makes more sense than voting to spend money for a pedestrian/bicycle path that goes nowhere and essentially dead ends at Treasure Island.

**(2) INCREASED BRIDGE TOLLS-** The fee for the bridge toll is a sensitive issue, and is very controversial. The Bridge Toll should have a definite correlation with mass transit fares. Before the Public Service Commission approves a fare increase some consideration should be given to the cost of the bridge toll. Otherwise the environmental impact of the fare increase means more traffic congestion. This is contrary to the stated goal of reducing traffic congestion. In the last few years: (a) vehicular traffic continues to substantially increase, (b) BART fares have been increased at least twice, with further increases planned and (c) bus service has been significantly reduced. All three of these indicators say that the Bridge toll should be raised, even if we did nothing to the Bay Bridge. It would seem prudent to raise the bridge toll. Just to make a comparison, in New York City, which is over 50 square miles, it costs \$1.50 to travel anywhere, with unlimited transfers.

The distribution of increased bridge toll revenues could be proportionally split between the respective transit agencies, including the Alameda Ferry. A portion of the increased toll revenue, could be allocated to the one time capital expenditure of the seismic retrofit and design for the Bay Bridge.

A formula should be determined, and legislation should be introduced, that would require a certain balance be maintained between the cost of using mass transit and the fee charged for the bridge toll. That would be the fair and equitable way to handle the issue with the tolls. Revenue that was given to mass transit agencies should be distributed based upon passenger count. That is the fairest way and most effective way to use the money..The increased bridge toll would reduce traffic congestion and would also reduce the amount of time for those who paid the toll, to get to their destination.

Without some form of additional subsidy too many people poor & disadvantaged persons will be unfairly left without desperately needed transportation. That was evidenced when A/C Transit was recently forced to reduce service. The fallout from welfare reform will create even more of a need for an economical means of transportation. Increased toll revenues could be used to subsidize Bay Area bus, BART, and ferry operations. A portion of the increased toll revenue should be used to fund the pedestrian/bicycle path, all the way across the bridge. This would make the most inexpensive means of transportation, which is walking and riding a bicycle, available to many disadvantaged people who will need it because of hard economic times.

Metropolitan Transportation Commission  
Bay Bridge Design Task Force, Mary King Chairperson  
May 19, 1997

**(3) EXPANSION OF HALF CENT SALES TAX TO ONE CENT (ALAMEDA COUNTY)-** Most of us recognize the many transportation benefits that have been provided by the existing half cent sales tax. However most of that money was spent for road improvements. The percentage of people who use mass transit, and ride bicycles did not receive their fair share of that money. Sales taxes are paid by everybody, and everybody should equally share in the proceeds. Another vote will be coming up shortly to re-authorize this tax. The State legislature gave counties in the State the ability to impose the half cent tax, subject to the approval of a majority of city councils, representing a majority of the population in the county, and subject to a 2/3 voter approval. The State Legislature should authorize an increase in the tax to one penny instead of a half cent. This additional money could be used to pay for the enormous one time capital improvements to seismically retrofit all of the highways and bridges in the County.

Some of the extra funds could be used to increase the subsidy to mass transit, and ferry services. A majority of Alameda County voters showed their willingness to support mass transit A/C Transit put a measure on the ballot last year. The measure, which required a two thirds vote, lost by less than one percent. Had that measure not been solely limited to benefit A/C Transit, and instead, included some benefit for other forms of mass transit, there's almost no question it would have been approved. A portion of an increased one cent sales tax could make up for the money that was not spent on bicycle programs in the past, and could be used to fund a portion of the pedestrian/bicycle path on the Western Span. It would be appropriate to seek at least half of the funding from the County of S.F., if that was possible. They might similarly expand their sales tax to one cent, and use the proceeds to fund Muni and other forms of mass transit.

In light of the many capital expenditures for the retrofit of all the highways and Bridges in Alameda County the Legislature should increase the authorization to one cent. Even if none of that money is used for the Bay Bridge. It will be just as easy to win the same approval for a half cent as it would for a whole penny. There would be twice the amount of revenue to fund important transportation needs..

**(4) PUBLIC FUND RAISING CAMPAIGN-** As a last resort, this method of potential financing could be used to fund a portion of the pedestrian/bicycle path on the Western Span of the Bay Bridge. There are many-many people that feel strongly about this issue. If the pedestrian/bicycle path could not be funded any other way, this potential funding mechanism should be not just be dismissed. It should be looked into, just to see if it is viable, and how much could potentially be raised. We could be very surprised at the results. I could envision some type of a Bay Area telethon, where people would display their talents to help this very worthy cause. It's just an idea and potentially something to think about, only as a last resort. It could be a realistic possibility?

## **& CONCLUSIONS**

- (1)** Adequate transportation planning includes a pedestrian/bicycle path all the way across the Bay Bridge.
- (2)** Only building a pedestrian/bicycle path on the Eastern Span, without the S.F. connection on the Western Span, is a waste of money. What is the point building something that goes nowhere?

Metropolitan Transportation Commission  
Bay Bridge Design Task Force, Mary King Chairperson  
May 19, 1997

(3) The cost of building a pedestrian/bicycle path on the Western Span will never be cheaper than it is now. It has to be cheaper and makes much more sense to build, when the construction crews, and heavy equipment will be doing the rest of the work. To start the undertaking at a later date is not prudent. The construction of the pedestrian/bicycle path should be an integral part of all the other construction activities.

(4) Politically isolating and ignoring the needs of the bicycle community is not fair, and is tantamount to discrimination against bicyclists. It will cause strong feelings and deep seeded resentment. It could politically cause the defeat of transportation measures, such as the upcoming vote on continuing the half cent sales tax in Alameda County, which requires a two-thirds vote. It could also potentially jeopardize approval of the proposed new State Bond Measure that is contemplated to fill the gap between the original Cal-Trans estimate and the newly projected costs. Why should bicyclists support a new Bond Measure if they are left out?

(5) The provision of a pedestrian/bicycle all the way across the bridge makes it possible for the most economically disadvantaged people to have the same access across the Bay as more affluent persons. This is especially significant in light of the anticipated economic hardship resulting from welfare reform.

(6) The future needs of Treasure Island should be an integral part of adequate transportation planning for the future. It doesn't make sense to wait for the inevitable need that will become apparent, when costs will be significantly higher, to complete the connection of a pedestrian/bicycle path to San Francisco. The base closure on Treasure Island could potentially provide federal funds for the pedestrian/bicycle path on the Western Span.

(7) Reduction of traffic congestion, and maintaining clear air, is an important environmental element that should be considered. Every bicycle and pedestrian that crosses the Bay Bridge means less traffic, and cleaner air.

(8) Providing a pedestrian/bicycle path all the way across the Bay Bridge corresponds with the U.S. Department of Transportation goal. It also corresponds with the vision of the S.F. Bay Trail which is supposed to ultimately connect across the Bay Bridge, between San Francisco & Oakland.

(9) Encouraging walking and bicycling over the full span of the Bay Bridge is healthy and productive. Using a bicycle or walking over the Bay Bridge would accomplish, both travel and exercise, simultaneously. Many people would use a bicycle, during commute hours, as well as for recreation, to improve their health, and save money. It also encourages maximum feasible public access to the S.F. Bay.

**CONCLUSION;** A pedestrian/bicycle path all the way across the Bay Bridge would include something for everyone, and not just for those who drive. It's an amenity that will enhance the lives of all who live in the Bay Area, with cleaner air, reduced traffic congestion and better health. For the many reasons above, I urge your support for a Bay Bridge design that includes a pedestrian & bicycle path all the way across the Bay Bridge.

Sincerely,

**Ken Bukowski,**  
Vice-Mayor

response 5/21/97

## West Contra Costa Mayors' and Supervisors Association

c/o City of Hercules  
111 Civic Dr.  
Hercules, CA 94547

May 12, 1997

Mary V. King  
Chair, MTC Bay Bridge Design  
Alameda County Board of Supervisors  
1221 Oak Street Rm. 536  
Oakland, CA 94612

Dear Commissioner King:

I am writing this letter as the Chair of the West contra Costa Mayors and Supervisors Association representing the cities of El Cerrito, Hercules, Pinole, Richmond, San Pablo and Contra Costa County. At the April 30<sup>th</sup> meeting **the Mayors of the West Contra Costa County cities and two Contra Costa County Supervisors voted unanimously to request extension of the I-80 diamond land (busses, carpools, and vanpools) on the reconstruction span of the Bay Bridge.**

Every action that we can take to encourage use of transit, carpooling and vanpooling is critical for the economic and environmental health of the San Francisco Bay Area. A very large number, if not the majority of the residents of West Contra Costa County work in San Francisco or use the Bay Bridge to reach other South Bay work locations. As you know, the I-80 corridor is the most congested transportation corridor in the Bay Area. When the I-80 diamond lanes are completed, we expect lane congestion relief. Perhaps equally important, we expect this to encourage increased use of transit, carpools and vanpools. Our ability to move people to the workplace is critical to our region retaining its economic competitiveness. Moreover, we note a little cited connection between the importance of transit access and jobs in the discussion on welfare reform.

Added to the importance of the economic benefits of ease and access to jobs is the importance of public transit to the Bay Area environment. Again, every action we can take to encourage the use of transit, carpools, and vanpools will reap benefits for the region's environment, especially air quality.

It is our belief that it is critical to take the opportunity presented by this reconstruction project to provide for transit access to San Francisco across the Bay Bridge. We note that a diamond lane on the bridge will also benefit access from existing diamond lanes on I-580 and I-880.

Thank you for your serious consideration of this request.

Sincerely,

A handwritten signature in black ink, reading "Terry Segerberg". The signature is fluid and cursive, with the first name "Terry" and last name "Segerberg" clearly legible.

Terry Segerberg  
Chair

cc: West County Mayors and Supervisors  
Bay Bridge Task Force Members



response 5/14/97

May 9, 1997

The Honorable Mary King, Chairperson  
Bay Bridge Design Task Force  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

Dear Chairperson King: *Mary*

We at the Santa Clara Valley Transportation Authority (VTA) would encourage the Bay Bridge Design Task Force to **consider the concept of pedestrian and bicycle access** as it evaluates design options for the Bay Bridge.

As you are aware, the California Legislature has asked the Metropolitan Transportation Commission (MTC) to develop a consensus recommendation on the design of the seismic retrofit project for the Bay Bridge. Many believe that non-motorized access across the Bay Bridge should be an integral component of the design.

In Santa Clara County, we are making efforts to fund projects that are intended to reduce air pollution from transportation sources. Important goals of our countywide transportation planning efforts are to promote the development of appropriate facilities for bicycle and pedestrian commuters, and to encourage more individuals to utilize these modes of transportation, particularly during peak hours.

A non-motorized path across the Bay Bridge would contribute toward air quality improvements in the Bay Area, create a new transportation link for bicycles and pedestrians, and promote these personal modes of transportation as viable alternatives to the automobile for certain types of trips.

Once again, we encourage you to take into consideration the merits of non-motorized access as you develop a consensus recommendation for the seismic retrofit project for the Bay Bridge.

Sincerely,

*Pat Figueroa*

Patricia Figueroa, Chairperson  
Board of Directors  
Santa Clara Valley Transportation Authority

cc: VTA Board of Directors



## CITY OF EMERYVILLE

INCORPORATED 1896  
2200 POWELL, 12TH FLOOR  
EMERYVILLE, CALIFORNIA 94608

TELEPHONE: (510) 596-4300

*response 5/14/97*

May 6, 1997

Mr. Larry Dahms  
MTC  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

Re: Bicycle/Pedestrian Access on the Bay Bridge

Dear Mr. Dahms:

At its regular meeting on April 15, 1997, the Emeryville City Council adopted the enclosed Resolution No. 97-69 **supporting non-motorized access for the San Francisco-Oakland Bay Bridge**. The resolution urges the Metropolitan Transportation Commission to recommend that non-motorized access **all the way across the Bay** is an integral part of the San Francisco-Oakland Bay Bridge design and Seismic Retrofit Project scheduled to begin in 1998.

Sincerely,

JOHN A. FLORES  
CITY MANAGER/CITY CLERK

By:

*Susan Poindexter*  
Susan Poindexter  
Deputy City Clerk

Enclosure

cc: Mr. Harry Yahata, CALTRANS, P.O. Box 23660, Oakland, CA

**RESOLUTION 97-69**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EMERYVILLE  
SUPPORTING NON-MOTORIZED ACCESS FOR THE SAN FRANCISCO-OAKLAND  
BAY BRIDGE**

**WHEREAS,** the California Department of Transportation intends to replace or strengthen the cantilevered span of the San Francisco-Oakland Bay Bridge; and

**WHEREAS,** current California Department of Transportation plans for the Eastern Replacement Span include options for bicycle access; and

**WHEREAS,** the California Department of Transportation will begin a (\$391 million) Seismic Retrofit Project on the Western Suspension Span of the San Francisco-Oakland Bay Bridge in 1998; and

**WHEREAS,** the Metropolitan Transportation Commission Bay Bridge Design Task Force asked the California Department of Transportation to investigate the design and cost of adding a non-motorized path to the existing Western Span, so the Retrofit Project could accommodate access to the full span of the San Francisco-Oakland Bay Bridge for pedestrians and bicyclists; and

**WHEREAS,** the State Legislature encourages the use of non-motorized transportation options to improve air quality, and the establishment of a non-motorized path would make a permanent contribution towards improving air quality; and

**WHEREAS,** a non-motorized path would establish a permanent, new transportation link for bicycles and pedestrians that cannot otherwise be accomplished any other way and would enhance the lives of many people who live and work in the Bay Area; and

**WHEREAS,** a non-motorized path can become an important addition to the list of recreational activities and, because of its long length, will provide a new recreational challenge for enthusiasts that will become known worldwide and will, thereby, increase public awareness of the natural beauty of the San Francisco Bay; and

**WHEREAS,** the State legislature has consistently sought to maximize public access to the Bay by making bicycle access an integral component in replacement of the Dumbarton, Antioch, Carquinez, and Benecia-Martinez Bridges; and

**WHEREAS,** all California voted to authorize a significant portion of the cost of the Retrofit Project with the passage of Proposition 192, and a non-motorized path, included in the Retrofit Project, will provide and benefit public access to all Californian's who supported this major expenditure of public money for the Retrofit Project; and

**WHEREAS,** California Taxpayers should have the option of non-motorized access for both commuting and recreational purposes; and

**WHEREAS,** the Metropolitan Transportation Commission will adopt recommendations on the Bridge design in late July, 1997; and

**WHEREAS,** the City of Emeryville is situated at the foot of the San Francisco-Oakland Bay Bridge and supports the expansion of pedestrian and bicycle use throughout the region; now, therefore, be it

**RESOLVED,** that the City Council of the City of Emeryville urges the California Department of Transportation to investigate all design options for non-motorized paths of both the Eastern and the Western Bay Bridge Spans; and be it

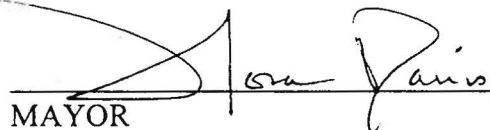
**FURTHER RESOLVED,** that the Metropolitan Transportation Commission is urged to recommend that non-motorized access all the way across the Bay is an integral part of the San Francisco-Oakland Bay Bridge design and Retrofit Project.

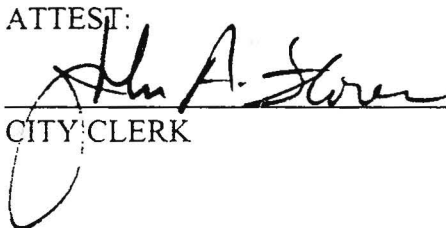
**ADOPTED** by the City Council of the City of Emeryville at the regular meeting held Tuesday, April 15, 1997 by the following vote:

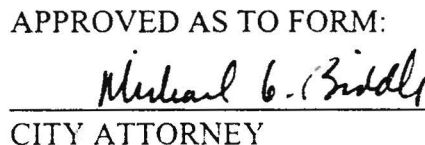
AYES: (3) Mayor Davis, Vice Mayor Bukowski, Councilmember Kassis

NOES: (0) None ABSENT: (1) Councilmember Savage

EXCUSED: (1) Councilmember Harper ABSTAINED: None

  
MAYOR

ATTEST:  
  
CITY CLERK

APPROVED AS TO FORM:  
  
CITY ATTORNEY



response 5/8

OFFICE OF THE MAYOR  
510/215-4305

April 30, 1997

Mary King, Chair  
Bay Bridge Design Task Force  
% Metropolitan Transp. Comm.  
101 Eighth Street  
Oakland, CA 94607-4700

Dear Ms. King:

I am writing this letter as Mayor of the City of El Cerrito on behalf of the Council underlying and reinforcing the action of the West County Mayors' and Supervisors' meeting this morning. On April 30, 1997, the Mayors of West Contra Costa County and two Contra Costa County Supervisors voted unanimously to request the extension of the I-80 diamond lanes (busses, car pools and van pools) on to the reconstructed span of the Bay Bridge.


Every action we can take to encourage the use of transit and car pooling and van pooling is critical for the economic and environmental health of the San Francisco Bay Area. A majority of the residents of West Contra Costa County work in San Francisco. As you know, the I-80 corridor is the most congested corridor in the Bay Area. When the I-80 diamond lanes are completed in the fall of 1998, we expect some congestion relief. Perhaps as important, we expect this to encourage increased use of transit, car pools and van pools. Our ability to move people to the workplace is critical to our region remaining competitive. Moreover, we note a little cited connection between the importance of transit access to jobs in the era of welfare reform.

Added to the importance of the economic benefits of ease of access to jobs, is the importance of environmental benefits to the Bay Area. Again, every action we can take to encourage the use of transit, car pools and van pools will generate benefits for the region's environment, especially air quality.

It is our belief that it is critical to take the opportunity presented by this reconstruction project to provide for transit access to San Francisco across the Bay Bridge. We also note that a diamond lane on the bridge would also benefit access from existing diamond lanes on I-580 and I-880.

Thank you for your serious consideration of this request.

Sincerely,

  
Norma Jellison,  
Mayor

NJ:lg  
cc: City Council  
City Manager

# REGIONAL PARKS <sup>4/1</sup> <sub>4/7</sub>

## EAST BAY REGIONAL PARK DISTRICT

March 25, 1997

Bay Bridge Design Task Force  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700

Attn: Supervisor Mary King, Chairperson

Re: San Francisco-Oakland Bay Bridge

Dear Chairperson King and Task Force Members:

This letter provides initial public comment from the East Bay Regional Park District (EBRPD) to the Bay Bridge Design Task Force. The Park District's interest in the bridge design issue results from its role in developing the Eastshore State Park and the San Francisco Bay Trail.

Pursuant to State legislation several years ago (AB754, Bates), the EBRPD has been designated as the lead agency, on behalf of the California Department of Parks & Recreation, for acquisition and development of the Eastshore State Park. Depending on future discussion with the California Department of Parks & Recreation, the District may also take responsibility for maintenance and operation of the park. The future Eastshore State park covers all of the area from the I-80 bridge approach/toll plaza area north to the City of Richmond is southerly waterfront. Earlier this month the EBRPD, the California Department of Parks & Recreation and Catellus Development Corporation, owner of most of the private property within this area, signed a comprehensive agreement providing for the sale of all of Catellus property within the future State Park to the State (the State will hold title to Eastshore State Park lands). Upon completion of necessary remediation of hazardous or toxic conditions, which is expected to occur in the near future and prior to bridge construction, the majority of the area within the future State Park will be State-owned. The water, wetland and upland areas just north of the toll plaza and bridge approach, generally referred to as the Radio Beach Area and owned by the Port of Oakland, may also be included within the State Park, depending on future negotiations with the Port.

In addition to the Eastshore State Park, the Park District recently updated its Master Plan, adopted in December 1996, which continues to include the San Francisco Bay Trail as a regional trail along the Alameda and Contra Costa County shores of the San Francisco Bay. A spur of the San Francisco Bay Trail is planned to extend along the south side of the Bay Bridge approach lanes to the bridge take-off point, where it will return under the bridge along the north side of I-80 to a small viewing area. The District supported the BCDC action requiring construction of this trail as a permit condition at the time of issuance of the BCDC permit for Caltrans construction related to I-80 and I-980.

Based on the above, the EBRPD's concerns with regard to the design of the new San Francisco-Oakland Bay Bridge, or retrofit of the existing bridge, include the following:



Bay Bridge Design Task Force

March 25, 1997

Page 2

- The District urges that any new bridge be designed to have a minimum adverse effect on the environment, including water areas, wetland and upland, and that it provide for maximum enhancement of environmental conditions as mitigation for unavoidable impacts. The adjacent Eastshore State Park provides a close at hand opportunity for appropriate mitigation.
- Because the new bridge will be a very significant element in the view of the San Francisco Bay from the new Eastshore State Park, the District urges that the Task Force seek a design which will be a significant visual enhancement to the area.
- The District urges that the future design provide for the continued development of the San Francisco Bay Trail access along the south side of the present bridge approach with a connection to future viewing areas and bicycle and pedestrian link across the new bridge to at least Yerba Buena and Treasure Islands. It should be noted that at the time of the BCDC permit for portions of the I-80 reconstruction (the I-80 "flyover" project), a condition was placed on Caltrans to provide \$400,000 for development of public access within the future Eastshore State Park in Emeryville, south of Powell Street. Opportunities for similar provisions of public access in this area and within the future Eastshore State Park are likely to arise in conjunction with the new bridge.

The EBRPD recognizes that the design of the bridge is in the early stages and the Task Force has much work ahead of it to develop a recommended design. The District requests that it be kept informed of the design development process and consulted, as appropriate, regarding issues relating to the District's interest. Although the District will ultimately have an official opportunity to respond to the environmental analysis prepared for the new structure under the National Environmental Policy Act and/or California Environmental Quality Act, and under Section 4(f) of Federal Highway Regulations, the District believes it is important to consider the environmental impact, public access and visual impact issues early in the process to avoid possible future difficulties.

Thank you for your consideration of these interests. The District looks forward to working with the Task Force and MTC staff on this extremely important project.

Very truly yours,



Martin Vitz  
Advanced Planning Manager

MV/tl

cc: Pat O'Brien  
Bob Doyle



# AC Transit

1600 FRANKLIN ST, OAKLAND, CALIFORNIA 94612

FAX (510) 891-4705  
(510) 891-4859

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*District Secretary*

Commissioner Mary King  
San Francisco-Oakland Bay Bridge Design Task Force  
c/o Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Dear Mary:

Thanks so much for your continuing support regarding critical transit issues for people in the Bay Area. Your concerns and involvement represent a critical element in assuring that the best possible decisions are made with regard to the delivery of quality service to the people who need and use public transportation throughout the East Bay.

AC Transit's Transbay bus service is an important alternative to single occupant vehicle (SOV) commuting in the East Bay. Currently, AC Transit operates 574 weekday bus trips from East Bay communities to the Transbay Terminal in San Francisco.

The importance of Transbay bus service is underscored by the fact that many East Bay neighborhoods are not convenient to BART stations. Also, many BART trains are at capacity during peak periods as they enter stations within the AC Transit service area such as Rockridge, MacArthur, and West Oakland.

However, the travel alternative to Transbay Bus for many commuters is not BART, but drive alone single occupant vehicles. In order for bus service to be competitive with the automobile, it is important for AC Transit's buses to offer service that provides an incentive to potential users, such as travel time savings.

Currently, the HOV bypass lane at the toll booth affords AC Transit buses with a travel time advantage of up to twenty minutes in the

### *AC Transit Mission Statement*

*The mission of AC Transit is to be a leader in providing convenient, courteous public transit service and improving transportation for our East Bay Community*

westbound morning peak. When this bypass lane is connected to HOV lanes under construction along I-80, bus commuters in the I-80 corridor will see significant decreases in their travel times, particularly compared to SOV commuters in that corridor. However, no such advantage exists in the eastbound afternoon direction. AC Transit buses must operate in mixed traffic until reaching the I-580/I-580 interchange, where HOV lanes will begin. To optimize AC Transit's current Transbay bus service, it is important to link current facilities, such as the toll booth bypass lanes and the HOV lanes under construction along I-80, with a high capacity bus lane on the new bridge.

AC Transit will be taking delivery of 132 new buses equipped with bicycle racks beginning this year. Transbay bus routes have been preliminarily identified as a high priority for deployment of the bicycle rack equipped buses. Therefore, Transbay bus service will offer another alternative to driving for those commuters who wish to use their bicycles for part of their commute trip.

Under current proposals for a new eastern span for the Bay Bridge, it is envisioned that wider shoulders would be provided. AC Transit requests that consideration given to designating those shoulders as "bus only" or transitway lanes during commute hours. Alternatively, one of the five travel lanes could be designated as an HOV only lane. Under either of these scenarios, the exclusive lane would be available for use by emergency vehicles. It is also important to note that the carrying capacity of the exclusive lane, with buses or other high-occupancy vehicles, would be greater than the remaining four lanes.

We feel that the combined effect of the toll booth bypass and an exclusive lane on the bridge would result in AC Transit's transbay buses becoming a more attractive alternative to SOV commuting. When combined with the HOV lanes along I-80 between Hercules and the Bay Bridge, the possibilities emerge for high-quality bus service that would provide commuters with a significant travel time advantage over driving alone.

AC Transit supports a design of a new eastern span for the Bay Bridge which enhances the existing transit infrastructure such as Transbay bus service, the toll booth bypass, and the new HOV lanes under construction on I-80. We look

Commissioner Mary King  
San Francisco-Oakland Bay Bridge Design Task Force  
Page 3

forward to working with you to find a solution which offers travel benefits to non-SOV commuters, and particularly transit users, in this vital corridor.

Thanks again, for your continuing concern and support for public transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "Clinton Killian", with a long horizontal flourish extending to the right.

Clinton Killian  
President

cc: AC Transit Board of Directors  
Bay Bridge Task Force Members  
State Legislative Delegation

**ATTACHMENT #4**

**SAN FRANCISCO-  
OAKLAND BAY  
BRIDGE DESIGN  
TASK FORCE**

**NEWS EDITORIALS**

## Bay Bridge Bike Lanes? 4-7-97

**F**LEXING newly developed political muscle, Bay Area bicyclists are calling for bike lanes across the Bay Bridge, a good idea that would challenge the creativity of Caltrans engineers and the persuasive powers of the cyclists.

Caltrans is already considering adding an \$84 million bike lane to the new eastern span when it is built, but a spokesman said extending the lane across the entire 8.5-mile-long bridge, from Oakland to San Francisco would add another \$300 million to retrofitting and construction costs.

We are enthusiastic supporters of bike

lanes for healthy recreation and commuting, and are skeptical that such a relatively simple addition to the span would cost that much unless it is paved with gold.

The notion of commuting across the Bay Bridge by muscle-powered velocipede is such an attractive, wholesome and environmentally sound one that it is worthy of the most serious study by Caltrans.

Bay Area bikers, who would benefit most from such lanes, must continue to press Caltrans bureaucrats to follow up on their proposal as they persuade the public of the correctness of their cause.

### San Francisco Chronicle

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MONDAY  
March 24, 1997  
Page B-4

*CONGRESS shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press, or of the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.*

FIRST AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES, RATIFIED DEC. 15, 1791

## EDITORIALS

### Take that bike path all the way

**T**HE Bay Bridge Design task force began its work this week by looking at a dozen or more possible designs for a new eastern span of the bridge.

Recommending a design will be the primary and probably most difficult job of the group headed by Alameda County Supervisor Mary King. A dozen or more designs were thrown into the pot, which will be stirred many times before the most aesthetic yet workable one is selected. A deadline has been set for July.

Another task that lies ahead will be a determination on possible add-ons to the new bridge construction. The most important of those could be the addition of a bike path. Fortunately, this feature does not appear to have opposition. The only challenge is to come up with an extra \$102 million to pay for it, and even that does not appear daunting, since the bicyclists told the task force they would be willing to pay a toll if a path is provided.

The Bay Area has several thousand bicyclists who ride to work and for recreation. But there is no path on the existing bridge, and no bicycles are allowed on the structure.

Advocating on their behalf is a coalition of the Regional Bicycle Advisory Committee and the Bay Bridge Bicycle Access Task Force.

Alex Zuckermann, an Oakland resident speaking for REBAC, told the task force that the most practical, and usually most expensive design, would be a cantilevered bike path attached to the bridge. However, since the structure will be all new, the cost would be less.

"We believe that access between Oakland and San Francisco is very important," he said. "This is in harmony with

the Metropolitan Transportation Commission goal for a balanced transportation system," said Zuckermann.

Another possibility, less desirable than the cantilever design, is an extension of pavement separated from traffic by a low wall. The REBAC does not support using a shoulder for access, in part because of traffic hazards.

The bicyclists strongly urged that the bike path go all the way across the bridge, not stop at Yerba Buena, where the new eastern bridge ends.

This would mean adding some form of bike path on the San Francisco side to give continuity. Retrofitting the San Francisco western bridge will begin this fall, only six months from now, so it is important for a decision to be made quickly.

Bicyclists are expected to get full support from environmentalists and from Bay Conservation and Development Council for the Oakland-San Francisco bike path.

They have our support for a bike path, and we also think it should go all the way to San Francisco. Anything less would be shortsighted. But we want to see some designs before we decide which is best, safest and most cost-effective.

Let's make it easy for people to bicycle across the bay, as we have on the Golden Gate Bridge, the Dumbarton and the Antioch Bridge. Throughout the world, great bridges have bicycle paths.

We are building a new Bay Bridge they say will be with us for 100 years. We should provide for bicycles. After all, they've been around longer than cars, are nonpolluting, quiet and provide fun and exercise. Besides, it's good public policy to encourage people to get out of their cars.

SF BUSINESS TIMES  
Feb 21-27, 1997

## EDITORIAL

### Building a bridge over the cheapskates

Bay Area business and political leaders are destined to fall into two different camps: big spenders and cheapskates.

The source of the inevitable polarization: The Bay Bridge.

Leaders on both sides of the silver span have begun debating how to make the eastern half of the structure earthquake-safe. The choices are three:

- Retrofit the existing 60-year-old structure at a cost of \$909 million. This will never happen; it's like putting radial tires on a broken-down Yugo.

- Build a skyway bridge at a cost of \$1.5 billion. This utilitarian approach would offer a new ramp-like link between Oakland and Yerba Buena Island. It's like buying a Chevy and wishing you had a Lexus.

- Build a cable-stayed bridge at a cost of \$1.7 billion. This bold design would feature two 650-foot towers. It's like buying the Lexus, but worrying that you'll have to drive a cab at night to pay for it.

Even so, count us among the big spenders. The new Bay Bridge should serve as a monument to the vitality and spirit of the East Bay and should rival the beauty of the Golden Gate.

The Bay Bridge was built to provide an eastern gateway to San Francisco. Now, it ties together two vibrant economies — those of the East and West Bay — and carries 260,000 vehicles a day.

Alameda County Supervisor Mary King sat down with East Bay officials this week to begin building a consensus about design and cost. East Bay leaders appear certain to fall into the big-spender camp. They want a span that would look good on a postcard and the proposed twin-towered design, comes closest to meeting that goal. A single-tower alternative might make as strong a statement, and save millions of dollars.

Money is certainly an issue, since Gov. Pete Wilson has said the region will pay the difference between the concrete skyway model he favors and a glitzier "aesthetically enhanced bridge." The fees would likely come through doubling the bridge toll to \$2. Since bridge tolls already pull in \$40 million a year, the bill would be paid off within six years.

To be sure, there's room for the cheapskates' voice. Dollars should be spent judiciously and any toll hike ought to be dropped after the bill is paid.

But Bay Area leaders shouldn't be too cautious. With bridges — as with just about everything else — you get what you pay for. ■

# Cable-stay bridge better looking

**T**he decision to build a new eastern span to the Bay Bridge rather than retrofit the old one is easy. After all, the cost difference is not great. A new bridge would last longer. Its wider lanes and shoulders should result in fewer accidents and backups, it can be done without major traffic disruptions and it is less environmentally damaging to construct.

The more difficult decision is which design to choose. Both contenders have 10 lanes and wide shoulders. The difference is in aesthetics and cost. One is a steel-reinforced concrete "skyway" costing \$1.5 billion. The other is a cable-stay bridge, a striking spidery-looking structure costing about \$1.7 billion.

All things being equal, the beautiful cable-stay option is the best choice because it is more befitting the world-class scenery it accompanies. It's the type of architecture that Bay Area residents could appreciate even more as the years go by, as we do with the Golden Gate.

Since the new bridge will be with us for the next 100 years, its lasting appeal is worth considering.

Still, it's too soon to give it a carte blanche endorsement. Too many questions remain.

Should the cable-stay bridge really cost \$200 million more? State Sen. Quentin Kopp, who chairs the Senate Transportation Committee, thinks that price is vastly inflated.

Who is paying? And how much? Nearly everyone agrees that if the Bay Area wants the more expensive option, it should pay the difference. What hasn't been resolved is how much should the state kick in for a new bridge and how much should users?

And, how will Caltrans choose? It plans to hold a series of public meetings and let the consensus determine the outcome. But what if there is none?

The cable-stay design is indeed dramatic, but officials must make sure it is viable.

## ContraCostaTimes

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*"Our liberty depends on freedom of the press  
and that cannot be limited without being lost."*

— Thomas Jefferson

## EDITORIALS

### A new front door to the East Bay

**T**HE debate seems to be over about whether there should be an all-new East Bay section of the Bay Bridge, or a retrofit of the 60-year-old span.

With the unveiling of two possible designs for a new bridge — one a single-deck viaduct span and the other, a stunning cable-stayed design with two parallel bridges — and an endorsement of a new structure by Gov. Pete Wilson and Caltrans, two issues left to explore are cost and environmental concerns. Not insignificant issues, to be sure.

But we think the design of the bridge is even more important than cost. We see this as a rare opportunity for the East Bay to insist on a graceful, even majestic design that the entire region can be proud of, not some utilitarian roadway. Let's make this a splendid front door to the East Bay.

The Wilson administration and Caltrans stopped short of recommending one bridge or the other, but emphasized that the simple viaduct would cost less than the cable parallel structure. The choice of a new bridge over retrofitting was based upon the anticipated longer life of a new bridge, and the safety it would provide over retrofitting the old one.

In a swift first move, Caltrans called for public comment on the choice of design and Alameda County Supervisor Mary King scheduled a meeting yesterday. King invited East Bay city mayors, the Port of Oakland, BART and AC Transit representatives. Caltrans Executive Director James Van Loben Sels discussed design, finance and environmental concerns, and took comments of elected officials.

#### Decision soon

"The decision on how to design the east span of the Bay Bridge and how to finance it are inseparable," said King. "The governor has made a proposal and suggested some choices. The state Legislature may act quickly and East Bay public officials must express their opinions on what's before them." She hopes to get the East Bay community informed and participating in the decision-making that will advise Caltrans on citizen opinion.

King said she wants to avoid a protracted debate because of the need for quick action. It's estimated that it will take seven years to go through the process of hearings, permitting and building the structure. Yet an earthquake of a large magnitude could occur any day.

At least, if a hard shake should hit, the Bay Bridge will be safer than it was at the time of the 1989 quake, since \$22 million has been spent in the last year for

initial retrofitting.

In January, before Caltrans came out with its recommendations for possible designs, we leaned toward retrofitting, believing it would take less time and cost less money, but emphasized that we would study both options. This was also the position of Senate President Pro Tem Bill Lockyer, D-Hayward, who now favors a new bridge but hasn't stated a design preference.

A new viaduct-style bridge would cost an estimated \$1.3 billion, and the cable-style another \$230 million or more. The construction of the new structure described briefly as "just north of the existing bridge" would not disturb traffic on the existing bridge until a few weeks before completion. Demolition of the old span would begin after the new bridge is completed.

#### Other suggestions

The two suggestions, however, are just that. There could be other ideas for design, and some design engineers are already critiquing the two Caltrans options. Comments range from "boring to banal" in describing the viaduct-bridge and "spectacular to creative" on the cable-style span. There could be other design proposals during the public comment period.

So where will the money come from for all this? Of course, there could be toll increases for East Bay commuters who make up 70 percent of the traffic. That seems inevitable.

A few possible sources of funding other than increased tolls include: state highway funds, federal intermodal surface transportation funds and gas tax funds. Building a finance plan around these sources could help reduce the inevitable increase in tolls.

With the overwhelming support for a new bridge from Sacramento, we urge our elected decision makers to insist on a design that's comparable and compatible with the San Francisco suspension bridge section, which has a grace and elegance the Oakland side does not and will never have, if the viaduct-style is adopted.

The entire bridge — the San Francisco side and the Oakland side — should be considered as one, not two spans. We also hope the discussion of the new bridge will be approached as a regional — even statewide concern — rather than a parochial matter pitting city against city.

Indeed, the bridges spanning San Francisco Bay are a world-class attraction that have made our Bay Area a living postcard. Let's keep them picture perfect.

Atch. C

# San Francisco Chronicle

THE VOICE OF THE WEST

2/14/97

## EDITORIALS

### A New Bay Bridge, But What Design?

**A**T LONG LAST Sacramento has decided to replace the eastern half of the Bay Bridge with a new span, one destined to last a century or more. The announcement by Governor Wilson is a welcome sign that state road builders and political leaders are lined up behind a plan to replace the spidery metalwork east of Yerba Buena Island. State engineers considered

*Gov. Wilson gives the go-ahead, but cost and design choices remain for voters*

earthquake repairs to the present bridge, but concluded a new bridge made more sense.

But there is plenty left to decide, and most of the choices involve money. First, should the replacement be a generic steel and concrete model for \$1.5 billion, or do Bay Area

voters want to come up with \$200 million more for a striking, twin-tower model? Secondly, how will either version be paid for, given the reluctance of Sacramento and the rest of the state to hand the Bay Area a hefty portion of state gas tax proceeds?

On the first question, local voters must be informed and then polled on the significant differences between either version of the proposed new bridge. The stripped-

down model looks like a standard-issue Caltrans freeway viaduct — simple, familiar and surefire. But the twin-tower version with cables supporting a 1,200-foot span may be more experimental. Beauty does come at a price.

In either case, local drivers will get a better stretch of road. The new bridge will sit just north of the existing span and will carry five wide lanes, plus shoulders for vehicle breakdowns. A bike lane might be included for more money. The final product will be designed to withstand a 8.0-magnitude earthquake and should last 150 to 200 years compared to the present span, which has a working life of another 50 years.

**G**iven either choice, Bay Bridge drivers will have to pay at least \$2 when they zip down the window at Bay Area toll booths. The complicated financing for such an enormous project may oblige drivers to pay even more unless legislators agree to send the Bay Area additional money. The prospects for a major Sacramento bailout are dim because more money for the Bay Area means taking dollars from other freeway projects throughout California.

Bay Area voters may need to make a fateful choice themselves. Accept a stripped-down model of a span — or commission a lasting Bay crossing that may be the equal of the Golden Gate Bridge. If the rest of the state is unwilling to help, then the Bay Area must find a way to pay for a safe, enduring bridge.

# No ugly bridges

A new eastern crossing of the Bay Bridge makes good sense, but experience shows the need for beauty in design

**L**ET'S BEGIN by thinking about picture postcards. Thousands show the Golden Gate Bridge. Hundreds show the silver suspension span on the San Francisco side of the Bay Bridge.

On the other hand, we've never seen a postcard showing the cantilever-truss section on the Oakland side of the Bay Bridge. It's not photogenic. It looks like an Erector set. It's top-heavy, with roadbeds and boxes of girders stacked atop bird-leg piers.

And if it lacks postcard appeal, the reason is some nervous scrimping 60 years ago by state engineers. They were understandably worried about the cost of what was, at the time, the most expensive single structure in world history: \$78 million.

We know today that San Francisco's two lovely suspension bridges stand among the greatest engineering and construction triumphs of the 1930s, but we tend to take for granted the graceful designs that enhance and beautify nearly every view of the Bay.

In reality, original designs for each bridge were squat, brutish and grotesque.

Joseph Strauss is justly honored today as impresario and chief engineer of the Golden Gate Bridge, but his own plan called for bird cages of cantilever girders around a central suspension span. It was so ugly that he brought in a Midwestern professor, Charles Alton Ellis, to create the innovative final design, perhaps the most beautiful in all the world. Strauss then got rid of Ellis, erased his name and took the credit for himself. (To its shame, the bridge district's appointive board has steadfastly declined to set the record straight.)

Similarly, the first plan for the Bay Bridge would have created almost as ruinous an eyesore. Instead of the suspension bridge on the western crossing, the design called for extension of the cantilever structure into The City.

San Franciscans took one look and began to yell. To his credit, state highway engineer Charles H. Purcell supervised the design of the twin suspension bridge on the

west crossing that today delights purveyors of postcards. And he didn't mind crediting Charles E. Andrew and Glenn B. Woodruff, his assistant engineers.

Purcell, worried by mounting expenses, should have built another suspension span from Yerba Buena Island toward the pickleweed mud flats of Oakland. Instead, he kept the cantilever design — 22,000 tons of steel but not an ounce of graceful beauty.

Not often does design history repeat itself, but already the public and the politicians have begun to disagree on how best to handle rehabilitation or replacement of the bridgeway into Oakland. It may have been cheaper, but a section of its upper deck fell off during the 1989 Loma Prieta earthquake.

The deck was soon fixed, but major seismic retrofit of the eastern crossing will cost an estimated \$1.2 billion — 15 times the original expense of constructing the Bay Bridge. It will guarantee at least five years of disrupted traffic and slow commutes.

The cost of a brand-new crossing is estimated from \$750 million to \$1.5 billion. It would be built slightly north of the old span, which would then be junked.

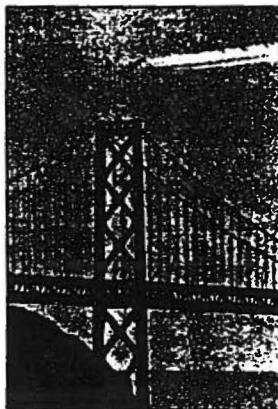
Let's build a new span, says state Transportation Secretary Dean Dunphy. But he proposes the cheaper of two designs. It would be a roadbed perched high on concrete piers, looking something like the Coronado Bridge in San Diego.

More costly but far more photogenic is the elegant design offered by Ventry Engineering, a Florida firm that wants to suspend parallel spans on cables strung from a giant tower.

Did we learn anything from Purcell's mistake?

Whatever Gov. Wilson's final decision, it will directly affect views from the East Bay for at least a century. Although the cost estimates and preliminary designs are in the blue-sky mode, with many hard facts as yet unknown, we heartily concur with state Sen. Quentin Kopp, I-San Francisco/San Mateo, who said, "I think aesthetics should be a consideration."

Send the governor a postcard.



# AGENDA ITEM #5

## SAN FRANCISCO- OAKLAND BAY BRIDGE DESIGN TASK FORCE

### MAJOR PLANNING ISSUES



**METROPOLITAN  
TRANSPORTATION  
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## *Memorandum*

TO: Bay Bridge Design Task Force

DATE: June 17, 1997

FR: Steve Heminger

RE: Major Planning Issues

In addition to the Engineering and Design Advisory Panel's recommendations regarding bridge type and design features, at your next meeting we will present to you a series of staff recommendations on major planning issues concerning the eastern span replacement project. To ensure that we present recommendations to you on all the planning issues which you believe are relevant to your charge, listed below are the issues that we intend to address in our staff report. We would be happy to add or subtract from this list based upon discussion at your June 24 meeting.

1. Traffic Capacity - Should the new eastern span have only 10 traffic lanes or more? Should the new span have one, two, or no shoulders?
2. Bicycle/Pedestrian Lane - Should the new eastern span have a bicycle/pedestrian lane? Should the existing western span also have a bicycle/pedestrian lane?
3. Bus/Carpool Lane - Should the new eastern span have a lane or lanes dedicated only to buses and carpools?
4. Rail Capacity - Should the new span be constructed to be able to accommodate rail service at some future date?
5. Yerba Buena Island Ramps - Should the construction of new on/off ramps at Yerba Buena Island be included in the eastern span replacement project?
6. Transbay Terminal - Should replacement of the existing Transbay Terminal be included as part of the eastern span replacement project?
7. Project Delivery - Should the Commission support federal legislative efforts to streamline NEPA environmental review of the eastern span replacement project? Should the Commission support state legislation authorizing a design/build construction method for the project?
8. Cost - What are the cost ramifications of any of the foregoing issues, and if additional costs are proposed, how will they be paid for?